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The China Mail.

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on this market.
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No. 12,821.

號二月五年四零百九千一英

HONGKONG, MONDAY, MAY 2, 1904.

日七十月三年辰甲

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MACWEN, FRICKEL & CO.,
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Hongkong, April 4, 1904. 2547

Intimations.

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INCORPORATED A.D. 1851.

MARINE BRANCH.

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Hongkong, April 2, 1904. 807

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where in Central Part of Town
Answers to the name of "Twelve."
Finder will be rewarded on bringing
same on to the Chinese Tanning Shop
GENERAL BAUTEREAU.
Hongkong, April 30, 1904. 826

REMOVAL NOTICE

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THE OFFICE of the above Company
has this Day been REMOVED to
ALEXANDRA BUILDINGS, SECOND
FL. 401, Des Vaux Road.
H. G. SIMMS,
Sole Agent.
Hongkong, April 30, 1904. 825

NOTICE

THE Underwritten will, from and after
the 1st May, 1904, and at all times
thereafter in all matters and to all Deeds,
Instruments, and Writings, and for all
purposes where ever use and sign the sur-
name of LEE JONES, instead of that of
JONES as heretofore.
JOHN WILLIAM JONES.
Supreme Court,
Hongkong, April 30, 1904. 827

THE YANGTZE INSURANCE ASSO-
CIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of TWENTY
Per Cent, being TWELVE DOL-
LARS Per Share, on the paid-up Capital
of the above Association, has been declared,
payable in Cash at Exchange 75, at the
Chartered Bank of India, Australia and
China or the Hongkong and Shanghai
Banking Corporation, Shanghai, on and
after THIS DATE to SHAREHOLDERS
of record on the 11th APRIL 1904.
By Order of the Board of Directors,
W. S. JACKSON,
Secretary.
Shanghai, April 23, 1904. 808

REMOVAL

THE OFFICE of the Underwritten has
this Day been REMOVED to
ALEXANDRA BUILDINGS, 2nd Floor.
HOLLAND-CHINA TRADING CO.
Hongkong, April 27, 1904. 802

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BLACK & WHITE



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HER ROYAL HIGHNESS THE PRINCE OF WALES

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S.S. HONAM, 2,383 tons, Captain R. D. Thomas.
S.S. POWAN, 2,338 tons, Captain G. P. Morrison, R.N.R.
S.S. PAISHAN, 2,200 tons, Captain W. A. Valentine.
S.S. HENKOW, 3,073 tons, Captain B. Branch.
S.S. KINSHAN, 2,861 tons, Captain J. J. Lewis.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and
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Departures from Canton to Hongkong daily at 8 a.m. and 5.30 p.m. (Sunday
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Months the time of leaving fluctuates to suit the tide at Macao. For further
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Departures from Macao to Hongkong daily at 12.30 p.m.
Departures from Macao to Hongkong daily at 7.30 a.m.

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S.S. LINGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
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at about 7.30 a.m.

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Canton-Wuchow Line.

S.S. SATNAM, 588 tons, Captain J. Wilcox.
S.S. NANNING, 569 tons, Captain A. B. B. B. B.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
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MODERATE CHARGES.
J. W. O'BRIEN,
Proprietor and Manager.
Hongkong, January 20, 1904. 135

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Hongkong.
Cable Address 'Luxley,' Hongkong.
Hongkong, July 22, 1903. 1519

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DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1904. 1227

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A LITTLE CHANGE.

THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.

WM. FARMER,
Proprietor.
Hongkong, March 10, 1904. 482

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(First Floor, WATKINS' BUILDING).
Hongkong, February 18, 1904. 2206

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Hongkong, April 25, 1904.

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SOLE AGENTS. 883

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Hongkong, September 22, 1903. 1758

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Splendid Collection of the Latest London
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Splendid View of Harbour.
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Opposite Hongkong Hotel.
Hongkong, June 10, 1903. 97

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PURE CEYLON TEAS.
I Guarantee this Tea to be absolutely
PURE and the BEST that can be
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QUANTITY WILL SPEAK FOR ITSELF.
SPECIAL QUOTATION FOR QUANTITIES.
Price, 85 Cents Per lb.
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Hongkong, April 28, 1904.

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SECOND EDITION.

HISTORY OF THE CHURCHES OF
INDIA, BURMA, Siam, THE MALAY
PENINSULA, CAMBODIA, ANAM, THIBET,
COREA AND JAPAN.

Translated by EDWARD HARPER PARKER
and
Reprinted from 'THE CHINA REVIEW.'

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5, Wyndham Street.

For Sale.

FOR SALE.
ONE PRIESTMAN'S DIGGER
DREDGER, Size B.4. In Good
Condition.
Price Moderate.
Apply
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Hongkong, April 26, 1904. 792

MANILA.
FOR SALE as a going concern—HOTEL
COMPANY—Comprising Two First-
Class Hotels in Manila, with Livery Stables
attached.
Intending purchasers will please apply
for further particulars to
'M. H. C.'
Care of 'CHINA MAIL' Office.
Hongkong, April 12, 1904. 698

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction,
on

TUESDAY,

the 3rd May, 1904, commencing at 2.45 p.m.,
at No. 11, KNUTSFORD TERRACE,
Kowloon,—

A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE
(Particulars from Catalogue).

TERMS:—Cash on delivery.
On view from Monday, the 2nd May,
1904.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, April 28, 1904. 814

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to Sell by Public Auction,
on

MONDAY,

the 9th May, 1904, at 11 A.M., at the
Kowloon Godowns (No. 20),—

500 CASES KUPPER BEER
(QUARTS),
Slightly Damaged by Water.

TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.

Hongkong, April 26, 1904. 784

Intimations.

In the Kitchen

Lemco

means

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expense

and

finer fare.

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Keeps any time
in any climate.

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THE new Twin Screw Steel Steamers
KWONG CHOW,
1,300 tons... Captain J. P. MARTIN.

KWONG TUNG,
1,238 tons... Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday
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Passengers and are lit throughout by
Electricity.

Passage Fare—Single Journey... \$4.00
Meals... \$1.00 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHU ON S.S. CO., LTD.,

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YUEN ON S.S. CO., LD.,
No. 8, QUEEN'S ROAD WEST.

Hongkong, February 18, 1904. 313

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(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price \$1 each.
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WEEKLY NEWS
FOR HOME.

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'CHINA MAIL' Office,
5, Wyndham Street, Hongkong.

THE RUSSO-JAPANESE WAR.

'The Varyag.'

In connection with the raising of the
Varyag it is stated that to facilitate them
in their work the Japanese desired to pur-
chase a copy of the ship's plans from the
Philadelphia yard where she was built.
The price asked, \$8,000 gold, was, how-
ever, considered too high and the work
continued without it. A little later the
ship's own plans, which were supposed to
have been lost, were recovered from the
wreck.

A Spectator's Curious Story.
An Italian who was a spectator of a part
of the attack on the Russian fleet at Port
Arthur has arrived here, says the Shanghai
Mercury. He states that the Japanese
ships were to all appearance remarkably
quiet and steady. He had no idea that
any extraordinary effort was being made on
either side, or that anything sensational
was happening, and it was not till he
reached Chetoo and heard the news of
Admiral Makaroff's death and the sinking
of the Petropavlovsk that he knew the
significance of what he had seen.

He did not see the Petropavlovsk go down
and did not know of it, though he knew
the Russians had sustained a reverse.
What chiefly impressed him was the calm
manner in which the Japanese ships moved
up to their stations, fired a few shots and
retired again, as though practising at a
target. He does not think the Japanese
themselves knew how much injury they had
done.

Makaroff's Death and Japan.

As we (the Kobe Chronicle) have con-
sistently deprecated the demonstration
which have been made in Japan on some
previous occasions when victories have been
reported, it is only just that we should call
attention to the admirable behaviour of the
Japanese nation in face of the disaster
which has befallen the Russian forces by
the drowning of Admiral Makaroff in the
destruction of the Petropavlovsk—an event
which there seems no longer any reason
to doubt was due to the explosion of
a Japanese submarine mine. When it
is considered that the destruction of
the Russian flag-ship is an even
more conspicuous success than the tor-
pedoing of the Russian vessels in the
first attack on Port Arthur, in that no
excuse could be made that the Russians
were taken unawares, the restraint shown
by the Japanese in refraining from exulta-
tion deserves to be placed on record. More-
over, the civility displayed has not only
been passive but active. At Port Arthur
by order of Admiral Togo the Japanese
fleet hoisted its flag half-mast as a mark of
respect for the loss of a gallant foe. In
Tokyo, Count Okuma, speaking at a dinner
held just after the news had arrived, paid a
generous tribute to the memory of the
dead man. And the principal newspapers
unite in similarly expressing regret
that the fortune of war should
have resulted in the death of the enemy's
naval commander-in-chief. Hero in Kobe,
where there have been many lantern pro-
cessions on previous occasions, there has
only been one to celebrate the last great
victory at Port Arthur, and that seems to
have been a little advertisement scheme on
the part of a local tailor. There can there-
fore be little doubt that the feelings of re-
gret expressed so universally at the death of
this Russian officer are genuine and sincere,
and we put the incident on record as form-
ing an indirect reply to a note of criticism
of Japanese characteristic and prophecy re-
garding the Japanese in which certain
writers in Europe indulged when the war
began.

'Master Coolie.'

Speaking in the House of Commons on
the 24th ult., Dr Hutchison referred to
the immigration of coolies into South Africa.
He said he had some small claim to speak
on this subject, because he was, perhaps,
the only member of the House who had
medical charge of Chinese coolies. At one
time in his wild career (laughter) he had
medical charge of a large steamship, and
they took on board at Peking a lot of Chi-
nese coolies for Hongkong. Having been
brought into personal contact with Chi-
nese men, he had nothing but good to say of
them. He wished, however, to contradict
a statement that had been made in regard
to the strength of the lungs of these coolies
(laughter). It was said that the lungs of
the coolies of India and China were made
of a harder material than those of Euro-
peans. The Chinese had no resistive
power, and how could they, seeing that
they lived on rice and water, with a little
opium. It appeared as if this outbreak of
plague in Johannesburg was an interpretation
of Providence to prevent the Government
hurrying through this Chinese Labour
Question. There should be medical
examination of each Chinese labourer at
the point of embarkation, and also on his
arrival in South Africa, and the sanitary
conditions of the compounds should be
carefully watched, lest the plague, which
was quickly caught by Asiatics, should
spread to the white population (hear, hear).

Chamberlain's Cough Remedy

Is a cure for severe colds, pneumonia, etc.,
and a preventive of pneumonia. It is the
mother's favourite for whooping cough.
Loosens the cough, relieves the lungs,
and opens the secretions. It counteracts
any tendency of a bad cold to result in
pneumonia. It is unequalled for bad colds,
it always cures, and cures quickly. For
sale by all chemists and medicine vendors.
Warriner Ltd., General Agents.

THE FRONT AT CHEFOO.

A Truthful Correspondent.

The Special War Correspondent of the Shanghai Mercury wrote on the 14th inst. —

Notwithstanding our close proximity to the seat of war our news of military events is meagre indeed, so close is the censorship on both sides especially on that of the Japanese. Now that the shipping at Newchwang has been stopped, and the Pilot boats and leading marks for the bar removed, our sources of information—the Captains and officers of the coasting steamers—are eliminated, and we must needs rest contented with the official reports of the Consuls, an unsatisfactory state of affairs for the energetic War Correspondent! And as the war progresses I do not believe a better state of things will exist. Strict censorship appears to be the order of the Military Commandants, nor do I blame them. The British Army in Natal suffered from the leakage of general orders which were quickly called home, and as quickly sent back to the Boer Generals by their agents in Europe through Portuguese territory.

By a sort of rule of thumb calculation, we believe that the Japanese Army in Korea is strong enough to advance on the Yalu now! But will they do so? It may be that the Commander-in-Chief is waiting for concentrations in other places until the completion of which he will not advance the Pingyang army corps to what must be the scene of a severe struggle—the passage of the lower Yalu.

That the Japanese will attempt to land their forces at Newchwang I consider highly improbable, that is as long as the Russians defend this place. Being unable, owing to the paucity of water, to cover such a landing by the guns of their fleet the undertaking would be hazardous in the extreme.

CHIEF OF SPRING CLEANING.

Chefoo is undergoing a spring cleaning, and putting on her best face and looking in view of the annual influx of summer visitors, which it is anticipated will hardly be restricted this year owing to the war. Indeed owing to its central position, it is possible that we shall have more visitors than usual on this very account. The only town we get as much news at as Chefoo (we are though it is) as is obtainable at any other place in China, and as a consequence the community is accounted by War Correspondents and others. Our Hotel is preparing to receive the visitors. The Hotel has added to its premises by annexing the next door property, which is now under the sole management of Mr. C. A. Greener, is undergoing extensive alterations. On the side facing the road a new wing is being constructed and will soon be completed. This will give four additional bed-rooms, as well as sitting rooms, reading rooms, etc., making the total number 55. Painting and papering goes on apace, while the large dining room is being renovated. The Tennis Court is to be got under weigh as soon as the lumber used at present by the builders, has been consumed. The boats are being got ready for the use of visitors of an aquatic turn of mind, and lastly the Cook—an artist in his way—stands by in pleasant anticipation of giving all his rivals three furlongs in a mile and a beating!

CHINESE NAVAL SCHOOL.

As I write the German Admiral whose flag is on the *Furst Bismarck* has just come into port accompanied by torpedo boat S 90, and is exchanging salutes with Admiral Sch, whose flag is on the *Hai Chi*. Two Austrian cruisers are also in port.

Appropos of Admiral Sch, I may mention that he has established the long projected Gunners and Naval School at the East Fort. This establishment has started well, and the Cadets, and budding Jack Tars have the advantage of being under the tuition of Commander Shoh, Lieutenant L.O.N. for navigation and seamanship, while the gunnery department is under the expert control of Mr. Bassett (late Royal Navy) L.O.N., who has been detached, together with the Chinese officers from I.C.N.S. *Hai Chi* for this purpose. The youths who come from various provinces are first of all grounded in the English language together with the usual course digested by our own Cadets. The buildings appropriated for this school are kept in apple-pie order, and a visit to the establishment will well repay the walk along the beach to the Fort.

Relieves the scalding pain at once and cures all discharges from the genito-urinary organs in either sex in 48 HOURS.

SANTAL MIDY

Unlike the sandal oil of the Bazar, it is superior to Copaiba, Cubebs, or Injections, and causes no inconveniences.

Beware of imitations. Each tin bears the name **SANTAL MIDY**.

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections, and the like.

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Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick.

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CHINESE SCHOOL BOOK

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The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it!

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Established over Half a Century.

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Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Alcorty	despatch-vessel	1700	—	3700	Comdr. O. de B. Brock	Hongkong
Albion	battleship, 1st class	12,550	18	13,550	Captain T. H. M. Jorran	Mira Bay
Algerine	cruiser, 1st class	1050	8	1400	Comdr. R. Nugent	Hongkong
Amphitru	cruiser, 1st class	11,000	12	18,000	Capt. Charles Windham, O.V.O.	Mira Bay
Andromeda	cruiser, 1st class	9000	12	12,000	Capt. Nelson Cunamy	Hongkong
Arcton	gunboat, 1st class	710	6	1300	Capt. F. G. Stouford	Singapore
Arcton	gunboat, 1st class	710	6	1300	Lieut. Com. F. M. Leake	Hongkong
Arcton	battleship, 1st class	10,600	14	13,000	Lieut. Comdr. T. D. Pratt	Shanghai
Arcton	cruiser, 1st class	12,000	14	21,000	Captain Egan	Mira Bay
Arcton	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Arcton	torpedo boat and tug	300	—	300	Captain Robert H. S. Stokes	Wellington
Arcton	cruiser, 2nd class	1070	10	1400	Comdr. Ernest Barton	Hongkong
Arcton	torpedo boat destroyer	360	6	1700	Comdr. P. V. Lawes, D.S.O.	Hongkong
Arcton	cruiser, 3rd class	1880	12	3200	Captain W. A. Carter	Wellington
Arcton	battleship, 1st class	12,930	18	13,500	Lieut. Com. H. L. Well	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Comdr. J. D. Dainton	Hongkong
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Comdr. C. Asser	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Comdr. C. B. Powell	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Comdr. G. G. Webster	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Captain T. G. Groat, R.N.	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Com. G. G. Goringham	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Comdr. W. H. Nicholson	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Captain Morris H. Smyth	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Com. D. St. A. Wake	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Com. John P. Iren	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Comdr. T. Jackson	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Capt. C. H. H. Moore	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Comdr. Davidson	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Captain Lewis Bayly	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Comdr. Di Ren	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Comdr. E. V. Dugmore	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Capt. J. A. G. Wilkison	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Forbes	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Capt. Leslie Stuart, C.M.G.	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Comdr. S. St. John Parquhar	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Comdr. A. B. Barker	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Comdr. Ernest C. Hardy	Wellington
Arcton	torpedo boat destroyer	275	6	4000	In Reserve	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Com. Hugh Somerville	Wellington
Arcton	torpedo boat destroyer	275	6	4000	Lieut. Com. Wason	Wellington

* Flag of Admiral Sir Gerard H. Noel, Commander-in-Chief.
† Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Aspern	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunzenberger	Shanghai
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirto	Chiochi
Acheron	French armoured gunboat	1798	7	—	Comdr. Lafereire	Saigo
Alouette	French gunboat	300	—	—	Lieut. A. Vancay	Saigo
Argus	French gunboat	475	3	450	Lieut. Crespin	Canton
Aspid	French gunboat	—	—	—	Lieut. Journe	Saigon
Avallanche	French gunboat	580	—	—	—	Saigon
Bergall	French gunboat	3740	29	8000	Capt. Lefevre	Shang 1
Bugard	French gunboat	—	—	—	—	H. d'pho
Cassette	French cruiser	8018	18	—	Captain V. Poldene	Chiochi
Chataourenault	French gunboat	526	—	—	Comdr. Louis	Hongkong
Cometa	French gunboat	690	—	—	Comdr. Guthrie	Saigon
Decide	French gunboat	—	—	—	—	Hongkong
Estee	French gunboat	—	—	—	—	—
Gueylon	French cruiser	—	—	—	—	—
Henri Riviere	French gunboat	1250	6	2201	Comdr. Le Gollu	Hongkong
Kersin	French gunboat	9700	12	19,600	Captain Cros	Hongkong
Montcalm	French gunboat	—	—	—	Capt. Hout	Shanghai
Oly	French gunboat	4015	27	8500	Comdr. Senes	Saigon
Paesal	French cruiser	9437	8	6071	Capt. Vincent	Saigon
Redoubtable	French cruiser	1798	10	—	—	Hongkong
Sly	French cruiser	—	—	—	—	Saigon
Sully	French gunboat	629	3	900	—	Hongkong
Surprise	French gunboat	—	—	—	—	Saigon
Takong	French gunboat	—	—	—	—	Yong-ee
Takou	French destroyer	—	—	—	Lieut. Gaillard	Saigon
Vaellan	French cruiser	—	—	—	Captain Blondel	—
Vigilant	French gunboat	—	—	—	Lieut. Carol	Along Bay
Bussard	German cruiser	1857	15	2300	Comdr. How	Hongkong
Furst Bismarck	German flag	11,000	34	14,000	Captain Prose	Shanghai
Geier	German cruiser	1773	16	2800	Comdr. von Sudnitz	Shanghai
Hanus	German cruiser	9000	34	10,000	Capt. Schroeder	Hongkong
Hertha	German cruiser	6000	37	10,000	Capt. Baron Schimmelmann	Kuait-chou
Ilia	German gunboat	1000	10	1300	Capt. Baron M. Hulleman	Saigon
Jaguar	German gunboat	900	10	1300	Comdr. Wilbrand	Shanghai
Luchs	German gunboat	850	10	—	Comdr. Krasenle	Kuait-chou
Möwe	German gunboat	1640	15	2800	Comdr. Fasper	Hongkong
Seeadler	German cruiser	900	10	1300	Comdr. Pontius	Shanghai
Tiger	German gunboat	—	—	—	Comdr. Deulioz	Yong-ee
Vorwaerts	German gunboat	—	—	—	Lieut. Comdr. von Weise	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Elba	Italian cruiser	2300	10	7471	Captain Brea	Chiochi
Marco Polo	Italian cruiser	3630	—	—	Captain Presbitero	Amoy
Piemonte	Italian cruiser	2427	34	12,000	Captain Durne	—
Vesuvio	Italian cruiser	4500	24	8820	Captain Zuci	Amoy
Vettor Pisani	Italian cruiser	6500	18	13,400	Capt. Cali	—
Adamastor	Portuguese cruiser	1980	14	4000	Captain d'Antas Ribeiro	Hongkong
Dia	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Hongkong
Vasco de Gama	Portuguese cruiser	3030	—	—	Capt. Manuel Vasco de Carvalho	Macao
Alcant	Russian gunboat	810	6	730	Comdr. Guiter	Vladivostok
Anaur	Russian cruiser	2800	6	4700	Comdr. Gramatichokoff	Port Arthur
Askold	Russian cruiser	6000	27	—	Capt. Reitzenschein	Port Arthur
Bayan	Russian cruiser	7800	10	18,500	—	Port Arthur
Bayan	Russian cruiser	3200	6	—	—	Saiko
Bayan	Russian gunboat	1050	8	1150	Comdr. Erjekorinoh	Port Arthur
Bobok	Russian gunboat	6840	12	—	—	Port Arthur
Bogety	Russian gunboat	6751	12	—	—	Port Arthur
Diana	Russian gunboat	1458	3	1700	Capt. Nasarowsky	Port Arthur
Dijhlit	Russian gunboat	500	4	3500	Comdr. Yortoff	Port Arthur
Gaidamak	Russian gunboat	1480	6	2000	Comdr. Zagarsky	Port Arthur
Jermistobly	Russian gunboat	12,384	44	14,500	Captain Jensen	Vladivostok
Gromobol	Russian cruiser	1000	6	1000	Comdr. Shumoff	—
Guilak	Russian gunboat	1213	7	1500	Comdr. Novakowsky	Saiko
Korvick	Russian gunboat	1224	7	1400	Comdr. Crown	Shanghai
Mendjoun	Russian gunboat	10,306	12	17,000	—	Port Arthur
Navarin	Russian gunboat	1400	6	2000	Comdr. Vasileff	Port Arthur
Novik	Russian gunboat	6751	12	—	—	Port Arthur
Ovujny	Russian gunboat	12,074	15	14,000	Captain Koroleff	Port Arthur
Palada	Russian gunboat	10,980	18	10,000	Captain Jakovlev	Port Arthur
Poltava	Russian gunboat	12,074	15	14,500	Capt. Zatsarjing	Port Arthur
Petrovavlovsk	Russian gunboat	10,980	15	10,000	Captain Ozeroff	Port Arthur
Poltava	Russian gunboat	10,980	15	10,000	Comdr. Liron	Port Arthur
Rositzyn	Russian gunboat	1834	16	18,000	—	Port Arthur
Rositzyn	Russian gunboat	12,000	68	17,000	Captain Sepelrennoff	Vladivostok
Rositzyn	Russian gunboat	12,000	68	17,000	Capt. Matasovich	Vladivostok
Rositzyn	Russian gunboat	10,980	16	10,000	Captain Serabennickoff	Port Arthur
Rositzyn	Russian gunboat	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Rositzyn	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Rositzyn	Russian gunboat	12,900	36	16,500	—	Port Arthur
Rositzyn	Russian gunboat	650	2	20,000	—	Port Arthur
Rositzyn	Russian gunboat	500	2	3300	Capt. Bahr	Port Arthur
Rositzyn	Russian gunboat	1250	15	1194	Comdr. Zagoransky-Kissel	Port Arthur
Rositzyn	Russian gunboat	—	—	—	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. Dyer	Cavite
Albatross	U. S. gunboat	1000	6	1297	Capt. Robier	Shanghai
Albatross	U. S. gunboat	4098	14	3800	—	Shanghai
Albatross	U. S. gunboat	235	—	—	—	Hongkong
Albatross	U. S. gunboat	8213	—	—	Lieut. M. L. Miller	Shanghai
Cincinnati	U. S. gunboat	540	—	—	Capt. W. H. Mason	Shanghai
Elcano	U. S. gunboat	1393	8	1988	Lt. Comdr. J. Hood	Shanghai
Holens	U. S. gunboat	3990	6	3003	Comdr. Stanton	Shanghai
Merandinsk	U. S. gunboat	4098	4	6944	Captain Mahan	Shanghai
Burik	U. S. gunboat	9437	20	—	Comdr. W. H. Beehler	Hankow
Savastopol	U. S. gunboat	10,980	45	—	Comdr. Sperry	Manila
Silatch	U. S. cruiser	10,980	45	—	Captain Burwell	Kobe
Sivooch	U. S. cruiser	4000	—	—	Capt. J. B. Collins	Manila
Tsarovitch	U. S. cruiser	3213	—	—	Captain Naszo	Shanghai
Varyag	U. S. cruiser	4098	27	9913	Captain Very	Manila
Vasdnik	U. S. cruiser	1000	18	1118	Comdr. Marshall	Shanghai
Zabiyaka	U. S. gunboat	400	—	—	Lieut. L. O. Berolotte	Shanghai
Wilmington	U. S. gunboat	1897	8	1894	Comdr. U. R. Harris	Shanghai

Residence of Rear Admiral R. D. Evans.

ESTABLISHED 1859.

ACHEE & CO

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No. 17,
QUEEN'S ROAD,
HONGKONG.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
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COOKING RANGES,
KITCHEN UTENSILS,
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REQUISITES.

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LIMITED.

WE HAVE NOW A
FULL STOCK

of all the Newest

**SPRING
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**SUMMER
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**LIGHT DRESS
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Lace Stoles,
Sunshades,
Novel Ribbons.

We have absolutely the
Largest Selection

of
**Muslins, Drills,
Piques, etc.**

IN THE COLONY.
**PLEASE SEND FOR
SAMPLES.**

WM. POWELL, Ltd.,
34, QUEEN'S ROAD,

TRADE MARK.
TELEPHONE No. 136.
THREE PLACED WHISKIES:

1st. **KING EDWARD VII.**
VERY OLD LIQUEUR
Gold Label ... \$22.00

2nd. **KING EDWARD VII.**
LIQUEUR
White Label ... \$16.50

A Good 3rd:
'CLUB' \$15.00
A Whisky that is perfect with 'TAN-
SAN' Water.

SOLE AGENTS:
H. PRICE & CO.,
438, 12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Auction.
At 4 p.m.—Auction of Household Fur-
niture, at No. 11, Knutsford Terrace,
Kowloon.

Amusements.
At 9 p.m.—Orchestral Concert in the City
Hall.

Miscellaneous.
Goods per *Bayern* undelivered after this
date subject to rent.
Goods per *Benzhu* undelivered after
this date subject to rent.

General Memoranda.
TUESDAY, May 3:—
Goods per *Argentin* undelivered after
this date subject to rent.

MONDAY, May 2:—
At 11 a.m.—Auction of 500 Cases Kupper
Beer (Quarts), at Kowloon Godowns
No. 20.

SECOND EDITION.

**HISTORY OF THE CHURCHES OF
INDIA, BURMA, SIAM, THE MALAY
PENINSULA, CAMBODIA, ANNAM, THIBET,
COREA AND JAPAN.**
EDITED BY THE SOCIETY OF THE
MISSIONS DEPARTMENTS.

(Translated by EDWARD HARVEY PARKER
and
Reprinted from 'THE CHINA REVIEW')
PRICE ONE DOLLAR.

FOR SALE AT THE 'CHINA MAIL' OFFICE,
5, WYNDHAM STREET.



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LIMITED.**

Established A.D. 1841.

WINE & SPIRIT MERCHANTS.

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WATSON'S

CELEBRATED BLEND

VERY OLD LIQUEUR

Scotch Whisky.

A Blend of the Finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.

Pronounced by connoisseurs to be the
BEST BLEND in the FAR EAST.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY,

March 19, 1904

DEATH.

On the 27th April, at the General
Hospital, Shanghai, WANG FANG-
SHAN, of Sydney, N.S.W., late of
I.M. Customs, Shanghai; aged 60 years.

Mrs T. and Mrs H. Gidley and family
beg to tender their heartfelt thanks to all
kind friends who so generously offered
their services and sympathies in their late
bereavement.

The publication of this issue commenced
at 5.40 p.m.

The China Mail.

HONGKONG, MONDAY, MAY 2, 1904.

EDITORIAL COMMENT.

Again it is our pleasant
duty to chronicle a Japa-
nese success, and as it is
the first substantial suc-
cess of the land forces of our brave little
ally against her formidable and im-
placeable foe the news will be welcomed
the more heartily by all who wish that
success shall ultimately crown the
efforts of the Japanese army in Man-
churia. It is too early yet to form a
correct estimate of the forces engaged,
or the full extent of the Japanese
victory; but it is significant that
in the first real trial of strength
between the opposing armies victory
should rest with the Japanese. The
crossing of the Yalu has strengthened
the strategic position of the Japanese,
to whose army the possession of the
estuary of the river will be a valuable
factor. Moving slowly and circum-
spectly, the Japanese Commander-in-
Chief has waited till he was strong en-
ough to insure an initial success, which
will have the effect of inspiring his
men with confidence whilst helping to
demoralise the enemy. The Russians
ought to be convinced by this time that
the Japanese are not to be despised as
a foe. They have a well-equipped army,
are hardy and mobile, and they possess
a patriotism and heroic fearlessness of
death that will carry them where the
dull-witted *manjik* conscript, without a
heart for the conflict in which he is
engaged, will not dare to venture. We
may take it that the battle of the Yalu
presages the advance upon and invest-
ment of Port Arthur, but beyond locat-
ing the whereabouts of a large Japanese
army the details we publish in this issue
do not reveal anything of the Japanese
general plan of campaign.

LOCAL AND GENERAL.

The Russian Commanders.
It is reported that the officers com-
manding the land forces of Russia are
Lieutenant-General Saharow at Yingkow
(Newchwang), Lieutenant-General Stessel
at Port Arthur, Lieutenant-General Lin-
evitch at Liaoyang and Lieutenant-General
Samuilov at Fenghuang.

Korean Envoy in Japan.
Mr Li Shiyung, Special Envoy from
the Empire of Korea to the Imperial
Court of Japan, and suite, arrived at
Shimonoseki on April 18 from Chimpoo
on the Japanese steamer *Kushiro-maru*,
and were cordially received by the officials
despatched for that purpose by H.M. the
Emperor of Japan. The party left there
for Tokyo on April 25 by train.

Funeral of a Detective.

On Saturday afternoon the funeral of
the late Inspector T. H. Gidley, Detec-
tive Force, took place. Leaving the Go-
vernment Civil Hospital at about 3.30, the
cortege was carried by eight Police Inspec-
tors to the hearse. Members of the police
and detective forces were assembled at No.
5 Police Station, and formed into line
when the hearse came up. The cortege
slowly wound down Queen's Road, being
augmented by various squads until Happy
Valley cemetery was reached. Here a large
crowd had collected to render last honours
to their late friend and comrade. The Rev.
C. H. Hickling conducted the burial ser-
vice, after which six of the deceased's
brother officers filled in the *sedes*. Among
those who attended the funeral were:
Messrs F. J. Badley (Capt. Superintendent
of Police), E. R. Hallifax (Deputy
Superintendent of Police), P. P. J. Wode-
house (Assistant Superintendent of Police),
Chief Inspector H. G. Baker, Chief Detec-
tive Inspector W. J. Hanson, and other
members of the Police and Detective Force,
as well as a number of brethren of St.
John's Lodge, and personal friends of the
deceased.

What is a Cough?

A SPASMODIC effort to expel the
mucus from the bronchial tubes. A
cold causes a more abundant secretion of
mucus, and when the lungs and bronchial
tubes are inflamed, they are extremely
sensitive to the irritation. Unless care is
taken, the cold may result in pneumonia,
which is swift and deadly. If the cold is
a lingering one, the more leisurely but
equally fatal consumption may set in. Do
not neglect a cold or cough. Take Cham-
berlain's Cough Remedy. It always cures
and cures quickly. For sale by all chemists
and medicine vendors. WATKINS, Ltd.,
General Agents.

LOCAL AND GENERAL.

Notes by the Way.

The Hongkong cargo ex Barber line
s.s. *Richmond Castle* from New York, will
be transhipped to the s.s. *Yuen Sang* at
Manila.

The Takaraka Kerosene Oil Co. pays
an interim dividend for the past half-year at
the rate of 20 per cent, the net profit being
yen 49,000.

No Mediation.

A Berlin telegram says: The whole
Russian Press are rejecting in the harshest
way the offer of mediation of the English Press
in regard to mediation in East Asia.

The 'Haitien'.

The captain of the *Laongoon* reports
that on passing Elliot Island he saw a
Chinese cruiser on shore. The after part
of the vessel was submerged to amidships,
while the forepart was high out of the
water, at an angle of about 30 degrees.

The War Correspondents.

The *Nagasaki Press* learns from a re-
liable private source that 'on the repre-
sentation of neutral governments, the
Russian Government has withdrawn its
threat to treat war correspondents on the
high seas as spies.'

Useful Work.

It is reported from Shanghai that the
Japanese warship *Yashima* did a useful
piece of work for the Japanese, when it
discovered and blew up three floating
torpedoes, which had apparently originally
been laid by the Russians outside Port
Arthur but went adrift.

Land Sale.

At the Public Works Department this
afternoon inland Lot 1715, Star Street, 74
ft. x 85 ft. x 49.6 ft. x 50.6 ft., total area
3935 square feet, was put up for sale. The
annual Crown rent was \$54 and the upset
price was fixed at \$2361. There was no
opposition to the bidder and the lot fell
for \$2381.

Small-Pox at Nagasaki.

The case of small-pox reported at
Nagasaki up to April 20 numbered 256,
including 22 recoveries and 42 deaths.
There are at present 192 cases under
medical treatment at the Takenokubo
isolation hospital and the improvised
hospitals at Oura. It is said that the
number of fresh cases reported daily is
steadily decreasing.

Dowager Empress on 'the Bust'.

It is reported from Peking (says the
N.C. Daily News) that the Empress Do-
wager is so much pleased with the bronze
statue of herself, which arrived at Shanghai
on the 25th April en route for exhibition
at the St. Louis Exposition, that her Ma-
jesty intends to have a duplicate made and
erected in the Pao-yieh Hall, at the Park
Palace.

Golf.

In the Golf Championship of the
Colony, now being played on the Happy
Valley links, T. S. Forrest beat E. J. Grist,
and C. W. May defeated C. M. G. Burnie.
It will be some time before the semi-final
and final in this tournament is reached.
The annual Captain's Cup competition is
nearing completion, Dr. Drew is one of the
finalists, and will play the winner of the
semi-final, J. E. Lee v. T. C. Gray.

Korean Railways.

The Seoul-Fusan Railway, which was
originally intended to be completed by the
end of this year, has now been arranged to
be so not later than the end of October
next, by order from the Tokyo Government.
If work does not progress satisfactorily in
any section, the company is to have a
temporary line in such section, so that the
whole line of the railway may be opened to
traffic simultaneously with the completion
of another Japanese railway between Seoul
and Wiju, early in November next, thus
placing Wiju in direct railway communica-
tion with Fusan.

HONGKONG VOLUNTEER
CORPS.

Shooting Competition.

The following are the scores of the first
and second teams in the competition at
Taihang Range for the shield presented by
Sir Henry Blake, G.C.M.G.:

LEFT HALF, NO. 1 COMPANY.			
Names.	200	400	600
Gunner Penning	20	33	31
Sergeant Ormsby	17	34	23
Gunner Stiles	27	28	27
Bombardier Hoegs	30	24	26
Sergeant Penning	24	26	24
Gunner Rogers	27	18	20
Gunner Stewart	17	25	27
Bombardier Cameron	21	16	16
Total	199	220	193
LEFT HALF, NO. 2 COMPANY.			
Names.	200	400	600
Sergeant Andrew	27	32	25
Gunner Ormsby	26	29	22
Watson	27	22	25
Lieut. Scott	17	30	24
Sergeant O'Leary	19	24	19
Terrill	27	13	13
Co. Serg. Major Rogers	17	24	18
Bomb. McCordale	24	24	11
Total	184	197	167

OVERWORKED MEN FIND
Wine an excellent tonic. Bananas
strong and vigor.

THE STATE OF PORT ARTHUR.

WAR CORRESPONDENTS FOR
THE FRONT.

The Funeral of a Hero.

(From Our Special War Correspondent.)

TOKYO, April 12.

The condition of affairs in Port Arthur
has been well depicted by a resident who
has managed to get a letter through to
some friends.

'Fratricide' endeavours have been made,' he
says, 'to repair the *Reliance*, *Pallada* and
Tsarevitch, and the forlorn hope has been
conducted under the supervision of an
Englishman, who receives \$300 per day for
his services. All three vessels have been
patched up so as to be moved about under
their own steam, but it is very doubtful
if they will be fit for active service again
until they have been docked and thorough-
ly overhauled. At present, the calcula-
tion is to plug them up sufficiently
so as to be able to utilise them for
harbour defence. They are all badly
crippled and literally shot to pieces. The
soldiers and sailors are working like Tro-
jans, for they realise that it is a question of
life or death to them, and no efforts are
being spared to repel a land attack, which
it is confidently expected will be made in
the near future. Many of the big guns
from the ships have been landed and placed
in the forts, the shore batteries having so
far failed lamentably to come up to ex-
pectations. Every man available is work-
ing night and day outside the city, helping
to throw up earthworks and to place the
guns brought from the ships in position
thereabouts. There is plenty of food, but
it is carefully husbanded, for a long siege is
anticipated, and already prices are high
enough to cause great suffering among
the poor peasantry. A cargo of cattle
was successfully landed a few days
ago, and three more, cattle-ships are
expected during the next week.
The weather is bitterly cold and the popu-
lation as a whole is completely demoral-
ized. The reverses sustained have driven
more than one well-known man out of his
mind, and several suicides among military
and naval officers have been reported.' At-
tempted desertions have been frequent,
and already forty soldiers have been shot
for this reason. I should say that there
are ten thousand Russian soldiers in the
place to-day. What is thought to have
been the Japanese fleet has been sighted
twice during the past two days, and
another bombardment is fearfully awaited.
So far, the forts have not sustained mate-
rial damage, but a large number of
business houses have been razed to the
ground, and there have been several out-
breaks of fire, caused by the shells,
which proved troublesome to exting-
uish. There is enough ammunition
here to last a year, even if
there were a bombardment every day. The
feeling against the Japanese is fanatically
intense, and it would have been well for
them could they have all got away before
hostilities commenced. They are all con-
sidered as spies, and are maltreated on the
slightest pretext. As an illustration of this,
I will mention that companies of soldiers
have been told off and instructed to seize
every Chinese they could lay their hands
on and twist his cue to find out if it were
real or if its owner were a Japanese spy in
disguise. A dozen of the latter have been
discovered and shot on the spot, their
bodies being left to rot where they fell.

Such is life in Port Arthur at the present
moment, and the main hope of its ameliora-
tion is the arrival of Kurapatkin's forces
and the Baltic fleet, which is said to be
preparing to sail in June. Swift action
is what is wanted on the part of the
Japanese now, and unless they make a
sudden determined attack soon the
garrison will be in such a position that it
will take long and strenuous effort to sub-
jugate it. Precipitant endeavours are be-
ing made, too, to render Vladivostok im-
mune from attack, and though the coast-line
between Possiet Bay—where a large Japa-
nese force is said to have landed—is not
constantly guarded, the overland route is being
patrolled by cavalry details. Entrench-
ments have been run up in various places,
but the Russians do not seem to have over-
much confidence in their effectiveness, for
they are anticipating defeat by pouring
kerosene oil upon the houses of the villages
in order to bring about their rapid destruc-
tion and prevent them falling into Japanese
hands, should retreat be necessary.

Since the failure of the Vladivostok forts
to return the fire of the Japanese fleet, at
the recent bombardment has been ascribed
to faulty ammunition—the shells being sev-
eral sizes too big for the guns—the troops
are not likely to be too sure of the weapons
and ammunition with which they are
supplied, and there is just a possibility
that, accounts for the preparations for
defeat instead of victory which they seem
to be busily engaged in making. The lack
of confidence is also likely to spread
amongst soldiers in Port Arthur and else-
where, for they have been reluctant wit-
nesses of the ineptitude displayed by the
fleet, and may possibly come to the con-
clusion that their own officers and rifles are
not to be relied upon in time of stress.

Should such a feeling spread, there is not
likely to be much fighting when a fight
comes, and the Japanese will secure
victories less costly than if fanatics were
fighting against them.

It will be interesting to watch the effect
of the Russian army, and no less interest-
ing to keep an eye upon that of Japan, for
some of the weapons have never been tried
before in actual warfare. One would like
to give descriptions of the effects of some
of the field guns and rifles of Japan, but
for want of space I am unable to do so.

It is not surprising that the Japanese
are not much interested in the details of
the war, and are not much interested in
the details of the war, and are not much
interested in the details of the war.

The heroism of Commander Hirose is,
however, only typical of the Japanese.
There are men who have, in this war,
sprung into almost certain death for the
honour of their country. Men who have
leapt from their own to Russian destroyers
and at the risk of certain death ripped
down the Russian flag and run up that
of the Rising Sun.

There are thousands of men who are
waiting for the opportunity to sacrifice their
lives in the defence of their country. They
are waiting for the opportunity to sacrifice
their lives in the defence of their country.
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one would incur the bitterest hatred and
condemnation of the censor if one had the
courage to announce to the world at large
how many hutions there were on the capes
spiters worn by the infantry—and to
say how many rounds of ammunition each
man carried would be a crime that could
not be punished adequately by any sentence
in the criminal code this side of execution
with an axe. Every correspondent realises
that descriptions of armaments and clothing
of troops, methods of transportation, and
other matters connected with the sending
away of an army to war are of the utmost
interest to readers; but what can one do
when rigid instructions are issued that all
letters containing such information will be
religated to the furnaces, and the writer, if
he persists in trying to get such intelli-
gence through, will probably receive a
petite request from the powers that be to
pack up his traps and trek to the country
whence he came. All the Japanese want
one to do is to write anything but what
might be called 'intelligence,' and I am
proud to think that so far I have succeeded
in meeting their desires in every particular.
Everyone, of course, acknowledges that
Japan is doing the right thing in censoring
outgoing newspaper articles, but they can-
not understand why she keeps the writers
in Tokyo. Japan could let correspondents
out without endangering her prospects in
the least, for, since she has complete
control of cable and telegraphic lines
and postal arrangements, she could see
every line that was written. So far, only
fifteen men have gone away, and they, left
Meiji only on the 6th instant. But where
they are going to they cannot say. No in-
formation will be gained them on the
subject, and they go upon what might
be a final expedition, for all they know,
they might be bound for some unin-
habited island or other in the south, and
there landed to be got rid of. Such an end-
ing would certainly be humorous, and there
are many callous-hearted beings on earth
who would be prone to say 'Serve them
right.' But such people should remember,
and the Japanese Government should have
remembered, that something at least is
owing to the readers of the world and
to the enterprising newspapers who have,
at enormous expense, sent their repre-
sentatives to join the Japanese instead
of the Russian army. Even Japanese sub-
jects are writing to the vernacular press
pointing out the mistakes; but nothing
happened until the other day when the Go-
vernment heard that the correspondents
had decided to hold a meeting with a view
of arranging to leave the Japanese and go
over to the Russians. Then the War Office
suddenly woke up to the danger of alienating
the sympathy of the world's Press, and sent
out a notification post haste that fifteen
men from the leading newspapers of
Great Britain, America, and the Continent
were to be selected to sail in a day or
two. Australia was left out of it. The
fifteen men are those who have left Meiji,
but nothing has yet been heard
as to when the remaining representatives are
to sail.

Meantime, they content themselves
watching the people indulging in horo-
scopical prognostications. Marquis Ito has
returned from his mission to Korea, and
more important of all, the remains of the
late gallant Commander Hirose, who was
blown to pieces by a shell after trying to
save a subordinate officer at the second
attempt to block up Port Arthur, have
arrived in the city.

Before the flag-draped casket containing
these remains, people prostrate themselves
in reverential humility, and the scene
when the casket arrived at the Shimada
railway station was one of deep impress-
iveness. All that was left of the noble com-
mander was a piece of flesh about the size
of a florin and this was preserved in alcohol
by the men who were present in the boat
when the commander was killed, and sent
to Captain Hirose—of the gunboat *Okino*—
—a brother of the deceased. It is that
small fragment of humanity that the nation
now revere, and, on the 13th instant,
it will be honoured with a naval funeral as
gorgeous and as impressive as could be
tendered the corpse of a King.

In the life of the late commander there
was much that was noble, and in his home
and naval and military circles he was
admired alike for his nobility of character
and his bravery in face of port. With the
blood of a samurai in his veins, he was
a born fighter, and it was his audacious
courage and utter disregard of death which
earned for him the sobriquet, 'The Mars
of the Navy.' Thus he was known through-
out the length and breadth of the land,
and he justified his title over and over
again, during the present war, and the war
with China. The grandeur of his last
act will always live, but he has done
others which show equally his utter
contempt for death. During the first
attempt to blockade Port Arthur, in fact,
he found that he had left his sword on one
of the sinking ships, and leaving it with a
devotion which every samurai should have,
he persisted in returning for it. Amidst
a veritable whirlwind of shell and
bullets from the Russian force, he sped
across the deck and down below, and
recovering it once more ran the gunboat
out to the length and breadth of the land,
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across the deck and down below, and
recovering it once more ran the gunboat
out to the length and breadth of the land,
and

BY TELEGRAPH.

[CHINA MAIL'S SPECIAL SERVICE.]

Received May 1, 3.38 p.m.

THE RUSSO-JAPANESE WAR.

THE BATTLE OF THE YALU.

Russians Outfitted and Beaten.

(From Our Special War Correspondent.)

Tokio, May 1, 3.48 a.m.

From the reports that have come to hand with regard to fighting on the Yalu, it appears that Japanese troops, after a fight on the night of the 26th, succeeded in turning the left flank of the Russian army, and occupied several positions on the left bank of the river without serious resistance. In fact, the Japanese losses were not heavy.

Fighting has continued without intermission since Tuesday the 26th of April, and a battle is now in progress, the Imperial Guards and Twelfth Division of infantry being engaged.

The Yalu river was crossed by the Japanese army in full force at dawn on Friday, the 29th of April.

The troops crossed by pontoon bridges. The shooting of Russian artillery was very poor, and was easily silenced by the Japanese guns, assisted by gunboats armed with heavy guns, which came up to the river and materially helped the Japanese movement.

[CHINA MAIL'S SPECIAL SERVICE.]

Received May 1, 6.15 p.m.

THE RUSSIANS ROUTE.

AN ARMY OF 30,000 ENGAGED.

Japanese in Full Possession of Yalu.

(From Our Special War Correspondent.)

Tokio, May 1, 6.15 p.m.

The Russians are disputing the Japanese advance from the Yalu.

At dawn to-day, the Japanese found that the Russian army had been so disposed as to invite attack. Accordingly, an attacking movement was rapidly developed, the Japanese infantry, supported by their artillery, advanced in magnificent style, undeterred by the Russian fire.

They attacked the Russian position with enthusiastic vigour. They were successful all along the line, driving the Russians from position after position, and occupying the field of battle.

Thirty thousand Russians were engaged.

No details of the casualties on either side have come to hand.

[CHINA MAIL'S SPECIAL SERVICE.]

Received May 2, 1.4 p.m.

ANOTHER ACCOUNT OF THE BATTLE.

JAPANESE CAPTURE GUNS AND OFFICERS.

Heavy Casualties.

(From Our Special War Correspondent.)

YOKOHAMA, May 2, 2.50 p.m.

A severe engagement was fought on Sunday between the Russian and Japanese forces. The Japanese were victorious and crossed the river Yalu, driving the Russians from Antung and Kiulien.

Twenty guns and twenty-eight quick-firing guns were captured by the Japanese.

Twenty-four Russian officers and many men were taken prisoners. The Russians lost eight hundred men, while the Japanese casualties totalled seven hundred.

[Late reports from Japan state that there were 4,500 Russians at Kiulien, 1,000 at a point four miles north-west of Kiulien, 4,000 at Antung, and that between the latter place and Fengwang there were 20,000 of all arms. Kiulien is opposite Wiju, where there is a ford across the Yalu.—E.C.M.]

OFFICIAL VERSION OF THE FIGHT.

We have received from Mr. M. Noma, Japanese Consul, the following details of the fight on the Yalu River:—

Tokio, May 1, 7.35 p.m.

General Kuroki reports that on the 26th of April he gave orders to prepare for laying bridges across the Yalu. A detachment of the Imperial Guards and the Second Division attacked and dispersed the enemy on the left bank of the Yalu, and occupied their positions. The casualties of the Imperial Guards were 16 seriously wounded and 9 slightly, while the Second Division had none. The enemy retreated, carrying many dead and wounded with them towards Kiulien.

A Russian cavalry man, who was taken prisoner by the Japanese, says that the 22nd, 23rd and 27th Infantry Regiments of the Eastern Siberian Sharpshooters formed the Russian's vanguard. Lieutenant Senyoloff, commanding the Mounted Scouts of the 22nd Regiment, was found, buried at Wiju. Ninety-five dead horses were found on the field and six live ones were captured. From noon on the 26th until the 27th, the enemy kept up an intermittent fire upon Wiju, but the Japanese army did not answer.

On April 26, two gunboats, detached from Rear Admiral Hasegawa's squadron, ascended the Yalu River, exchanging shots with the enemy at Antushan, which had the effect of silencing them. The detachment suffered no damage.

On April 28, two Infantry Companies of Imperial Guards encountered the enemy at Hushan, and one section was detached and sent to Situmen, whence the enemy had fled, after leaving five dead. The Russians fired at long range from the neighbourhood of Kiulien upon Wiju without much effect upon the Japanese preparative works.

On the following day (29th), the 12th Division commenced bridging the Yalu at Sukuchin, and completed the work early on the morning of the 30th. The army then crossed. From 10.40 a.m. until 1.20 p.m. severe fighting took place on all sides, but the enemy were soon silenced.

The Japanese losses were: Officers, five slightly wounded; Non-commissioned officers and men, two killed, twenty-two wounded.

At eight p.m. on the same day, the bridge over the main stream was completed. The Japanese army crossed and advanced upon Hushan. On the same day a detachment of Rear Admiral Hasegawa's squadron advanced below Antungsen, and fought at close range with 400 of the enemy's infantry and cavalry. The Russian Artillery also fired upon us heavily, but after an hour they retreated; there were no casualties on the Japanese side.

On May 1, at day-break we commenced cannonading and silenced the enemy's Artillery on the hill situated to the northwest of Yushukou. At 7.30 all the Divisions advanced for attack, and took possession of the heights extending from Kiulien to the north of Makou and Yushukou by nine a.m.

FURTHER DETAILS.

Capture of Guns.

The following additional telegrams reach us as we go to press:—

Tokio, 2nd May, 11.40 a.m.

General Kuroki reports from Kiulien that on the 1st inst., notwithstanding a stout resistance, the 2nd and 12th divisions and Imperial Guards advanced by three roads, driving the enemy before them.

At 8 p.m., we captured the enemy's line from Antungsen to Situshukou, and the Imperial Guards surrounded the enemy on three sides, and after several fights, captured 20 guns with their horses and carriages, and over 20 officers and many men. The general reserve corps advanced on the Liaoyang road. The enemy's force was composed of the whole of the 3rd Division and the 22nd and 24th regiments of the 6th Infantry division of sharpshooters and Meschinko's cavalry brigade, about 40 field guns and 8 machine guns. The enemy fled towards Fenghuanching. Our casualties are at the most 700. Total booty, 28 quick-firing guns and large quantities of rifles and ammunition. Our heavy field guns were very effective.

A Russian officer who was taken prisoner says that the commanders of both army corps and the division were wounded, and casualties exceeded 800.

Tokio, 2nd May, 12.40 p.m.

Captain Maya reports that detachments, consisting of the two cruisers, the *Maya* and *Uji*, and several torpedo boats, ascended the Yalu on the 1st inst., bombarding the enemy. While they were returning the enemy's artillery suddenly attacked the torpedo boats, which silenced the enemy after a severe engagement of fifteen minutes. The whole of the detachment returned to Yungangpo without having suffered any casualties.

Our armed launches reached Antung on the same morning and repulsed the enemy's infantry and artillery, after 30 minutes sharp fighting. Flares were seen rising from the town, and a native says that the enemy had fled from Antung after setting fire to the town.

THE JAPANESE FORCES.

Prognostications by 'The Times.'

Writing about the middle of March, the military correspondent of the *Times* said:—

In view of the fact that the 12th Division has been in Northern Korea for some time and that this unit forms part of the western command in Japanese territory, we should naturally anticipate that if an army is concentrated in Northern Korea, the remaining divisions of the western command would follow the 12th. The western command, under General Kuroki, includes the 5th, 6th, 11th, and 12th Divisions, and it would be in accord with the existing organization for these divisions to act together. The Japanese system of an army of four divisions is the system of the great military Powers transformed and adapted to the requirements of a maritime nation. The normal army of a nation like France consists of four army corps, and what may be called the quaternary system of organization is common to all the modern armies. It is evident that the Japanese are applying the principle of the quaternary system to the organization of their army, whether applied to the battalion of four companies, the regiment—or, as we call it, the brigade—of four battalions, or the army of four army corps.

The stream of transports is once more setting towards Chi-nan-po, and we can hardly doubt that a forward move will be made towards the Yalu when the concentration on this side is complete. The direction of the main attack is not yet disclosed. The presence of General Linchew at Ni-chungang at this juncture shows very clearly where Russian anxieties point, but Ni-chungang itself can only be one of many landing places if the Japanese are to land in the north of the Liautung Gulf. There is, as Lloyd's agent suggests, Kaichow Bay; there is the shore to the west of the gulf, while on the other flank of the Liautung peninsula there is Pitawo, where the Japanese landed in 1894. An army intending to land in this quarter of the theatre of war must be able to throw a strong force rapidly, since the bulk of the Russian army in Manchuria has been steadily accumulating south of Mukden for weeks past and should now be of quite respectable strength.

While remaining in the general intention of retreating towards the interior if assailed in overwhelming strength, the Russians are growing more confident as their numbers rise, and are evidently prepared to make a Japanese advance on Mukden a very costly business. They seem to have entrenched a strong position near Liau-yang, their right flank protected by the river and streams of the Liau delta, while their left is covered by the Yalu forces, which can fall back if outnumbered upon the Motien-ling position, which is exceedingly strong. If there are 50,000 Russians within hail and all under the hand of Linchew, we can sympathize with his desire to try conclusions. The country is difficult at this season, the roads few and bad, and lateral communication is impossible. It can easily be credited that if there are anything like these numbers of troops, the Japanese army must be able to turn the enemy out. Nothing, however, is more unlikely than a costly frontal attack upon intrenchments by the Japanese. No nation absorbed the lessons of the Boer war more completely and none followed all its phases with closer attention. We should rather expect a larger part in the decision that the more brutal stock of masses upon ground chosen by the enemy. In such manoeuvres the Japanese army in Korea may play a prominent part, while on the other flank there is a Chinese army, considerable in numbers, which may cause considerable anxiety to the Russian generals, who are anxious to show that China will not throw off the mask once she can do so with comparative safety.

It is not altogether in accord with the views that General Kuropatkin is believed to hold that the Russian army should fight a decisive battle at such an early stage of the campaign. In all his speeches he has urged the need for time and patience, and has never deprecated that decisive encounter before the Russian army was fully prepared. The concentration of 50,000 men south of Mukden, presuming that it can be accomplished, is a feat of the kind which has tempted him to incur the risk of a battle to save the loss of Mukden, which possesses such value in the eyes of China.

No one can say what 50,000 Russians may not accomplish on the battlefield if intelligently led, and no one can estimate the value of the Russian army in the eyes of the Chinese. But if, as we are told, the Russians think that they, like the Boers, can evacuate a position and fall back at their good will and pleasure from point to point, then it is possible that the procedure may not be so simple as it sounds. The Boers were able to do this because of their superior mobility, but it is because of the proved that the mobility of the Russian army is superior to that of the Japanese, and it may be that the latter will not be so easily shaken off. No doubt the Russians will once more prove their value, but they are far from their native plains, and the burden of the fighting will fall, as it always must, upon the world-renowned Russian infantry.

ROWING AT THE V.R.C.

Two four-oared scull races were rowed off on Saturday afternoon by members of the Victoria Recreation Club. The first race at 3.30 p.m. was closely contested throughout, Rapp's crew ultimately winning by about ten feet, with the third boat close up. In the second race R. Mitchell's crew won as they liked, the other two boats being altogether out of the race. The weather is getting much too hot for rowing, unless the races are started about 5 p.m.

Results were as follows:—

1st RACE.

Thistle—R. Mitchell (stroke), E. P. Musso, A. G. V. Ribeiro, J. H. Seth (bow), and J. Miller (cox).
Rose—J. Mitchell (stroke), L. E. Lamart, F. M. Rosa Pereira, T. O. Smyth (bow), and F. Lambert (cox).
Shamrock—C. E. A. Hance (stroke), E. F. Annett, H. A. Seth, H. M. Bain (bow), and F. W. White (cox).

2nd RACE.

Rose—H. Rapp (stroke), H. C. Annett, J. P. Jordan, J. D. Cameron (bow), and E. Lamart (cox).
Thistle—L. A. Musso (stroke), T. E. Pereira, F. M. Rosa Pereira, T. O. Smyth (bow), and F. W. White (cox).
Shamrock—F. K. Tabb (stroke), H. S. Holmes, A. V. Barros, E. Miller (bow), and O. R. Chunnatt (cox).

3rd RACE.

Rose—J. P. Jordan (stroke), H. C. Annett, J. D. Cameron (bow), and E. Lamart (cox).
Thistle—L. A. Musso (stroke), T. E. Pereira, F. M. Rosa Pereira, T. O. Smyth (bow), and F. W. White (cox).
Shamrock—F. K. Tabb (stroke), H. S. Holmes, A. V. Barros, E. Miller (bow), and O. R. Chunnatt (cox).

4th RACE.

Rose—J. P. Jordan (stroke), H. C. Annett, J. D. Cameron (bow), and E. Lamart (cox).
Thistle—L. A. Musso (stroke), T. E. Pereira, F. M. Rosa Pereira, T. O. Smyth (bow), and F. W. White (cox).
Shamrock—F. K. Tabb (stroke), H. S. Holmes, A. V. Barros, E. Miller (bow), and O. R. Chunnatt (cox).

TELEGRAMS.

[REUTERS'S SERVICE.]

THE KAISER'S RETURN.

London, April 29.

The Kaiser, at Karlsruhe, in reply to an address by the Burgomaster, mentioned that he was completely restored to health. He referred to the great war which led to the unification of Germany, and hoped that the events now enacting before their eyes would steel their courage and find Germans united if it became necessary to interfere in a world policy.

RESULT OF THE ONE THOUSAND GUINEAS.

Pretty Polly 1
Lecanda 2
Flamma 3

THE ROYAL VISIT TO IRELAND.

The King and Queen continue to be warmly welcomed everywhere in Ireland. Their Majesties were present at Puncshstown Races, where there was no hitch or discordant note.

THE LOSS OF A JAPANESE TRANSPORT.

The Japanese state that only 73 perished in the *Kinkin-maru*.

THE WAR.

The Russian Government has sent a circular to its representatives abroad declaring categorically that Russia will not admit the intervention of any Power whatsoever in the Russo-Japanese negotiations after the war.

London, April 30.

Admiral Alexieff wires that ten Japanese cruisers and six destroyers were sighted in Assuri Bay yesterday morning, and that the enemy's ships were sighted at Port Arthur on Thursday night.

[MANILA CABLE NEWS SERVICE.]

KUROPATKIN'S PLANS.

St. Petersburg, April 18.

General Kuropatkin has advised the evacuation of Port Arthur and a retirement of the Russian forces to guard Newchwang and the line of railroad. He says that the stronghold weakens Russia strategically and its disposition will have no final or important effect on the ultimate issue of the war. He advocates a policy of concentration and allowing the Japanese to carry the campaign inland. The general feeling here is one of confidence in Kuropatkin and a disposition is manifest to turn the war over entirely to him.

PORT ARTHUR BLOCKED.

Cienfuegos, April 22.

Admiral Togo has now succeeded in completely blocking Port Arthur. He has silenced the outer land forts and brought his vessels close up to the narrow entrance so that his fire dominates the passage. As only one Russian vessel can pass out at a time owing to the narrowness of the channel it is considered that the present blocking is as thoroughly effective as if the Russian fleet had been bottled by sunken ships in the entrance.

RUSSIA ANXIOUS.

St. Petersburg, April 22.

M. de Witte, Minister of Finance, in response to an official enquiry, has stated that the expense of the war to Russia will by the 1st of June total \$100,000,000. He further states that the cost in the succeeding months is likely to be even greater.

[In the recent war in South Africa the expenses of Great Britain were almost as heavy as those of Russia in this war. Great Britain then expended about \$81,000,000 for a corresponding period.]

[N.C. DAILY NEWS SERVICE.]

THE RUSSIAN WAR ON THE DEFENCELESS.

Tokio, April 27.

The Japanese Press is indignant at the repeated sinking of defenceless merchantmen by Russian men-of-war. Unless Russia abandons this practice, it will imperil the Japanese papers say, her reputation for humanity.

The crew of the *Goyo Maru*, 24 in all, is safe.

THE RUSSIAN FLEET IN THE BALTIC.

It is believed that the Russian fleet is absolutely unable to steam out to the Japan Sea.

Chinese Postal Service.

The Peking and Tientsin Times, of the 23rd April, publishes a letter from Mr. F. A. Aglen, Chief Secretary, I.M. Customs, denying a recently published statement that the Imperial Chinese Postal Service has lost a large sum of money through the dishonesty of its Chinese employees.

Time and Money.

Sickness causes a loss of both time and money. You lose the time and have the expense of medical attendance, entailing a double loss. This can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy often proves a profitable investment, for, by its use at the first appearance of any unusual looseness of the bowels, a severe attack of diarrhoea or dysentery may be averted, that might otherwise compel a week's cessation from work. Every household should have a pleasant to take. Get it to-day. It may save a life. For sale by all chemists and medicine vendors. WATKINS LTD., General Agents.

LAWN TENNIS.

The following additional results are posted on the result board:—
DOUBLE HANDICAP, 2nd Round.
Edwards and Ward received a forfeit from Bird and Birbeck.
A. Humphreys and Pearce beat Wodehouse and Swan.
4th Round.
Martin and Strickland defeated Atkinson and Smith, 7-5, 6-1.
SINGLE HANDICAP (A Class), 3rd round.
E. Humphreys defeated E. Deacon, 6-4, 6-3.

SINGLE HANDICAP (B Class), 2nd Round.
R. Boggan defeated T. O. Gray, 9-7, 2-6, 9-7.
W. S. Allen defeated R. Birbeck, 3rd Round.
R. Beattie defeated L. Dartnell, 6-0, 6-1, 6-0, 6-1.
PROSPERITY PAIRS, 2nd Round.

Boyd and Smith beat Pinckney and Scott, 6-4, 7-5.
Beattie and Manning beat Martin and Strickland, 6-1, 6-3.

The games for Tuesday are:—
DOUBLE HANDICAP, 2nd Round.
Patt and Slade v. Butt and Parker on C. double court.
This game completes the second round.

Boyd and Smith v. R. and H. Hancock on D. double court.
SINGLE HANDICAP (A Class), 3rd Round.
Edwards v. A. Humphreys on R. single court.

SINGLE HANDICAP (B Class), 3rd Round.
Clunter v. Knyvett on A single court.

Cable Interrupted.
The Saigon cable has been damaged by a typhoon.

The Japanese Army.
The dispatch of the second Japanese army is almost completed, says the *N.C. Daily News* of the 28th April. The third army is now being mobilized, the preparations are made for a fourth army, if necessary. The removal of the Imperial headquarters to Hiroshima is likely to take place shortly.

Willie Freese Reports Progress.
Mr. Willie Freese arrived back in Shanghai on 23rd April. After giving his entertainment in the Japan ports, he proceeded to Tientsin and Peking, in which places he seems to have had a capital time, says the *N.C. Daily News*. Tientsin holds the record for the reception given him was of the most cordial description and he was feted everywhere. The Dallas company are now discovering the hospitality and enthusiasm of the northern port, and their visit there will be most profitable.

At Peking, Mr. Freese made several attempts to present his entertainment before the Empress Dowager, but Her Majesty has weighed matters on hand. Just now a good deal of attention is being paid to the despatch of the portrait painted by Miss Carl, which is to be exhibited at the St. Louis Exposition. On its journey through China the portrait is to be accorded similar honours to those which would be accorded to Her Majesty's person. A special baggage railway line has been laid down to carry the portrait under escort. The picture is due in Shanghai this week and preparations are already being made by the Chinese authorities to accord it all local respect.

STEAMERS' WINE is very palatable. An excellent tonic for children, especially if they are pale and thin. Do not delay. 'Must be Stearns.'

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Hongkong, March 26, 1904. 831

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FURNISHED, 6, ROSE TERRACE, Kowloon, From the 31st March to 31st September, 1904.
For further particulars, apply to Mrs. LOGAN, 14, Des Vaux Road.
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No. 1, RIVER TERRACE, in FLATS, No. 4, WIPON TERRACE.
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FLATS in MORETON TERRACE, facing the Polo Ground.
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DEPOT, POSITION FURNISHED HOUSE, in Kowloon. WHO DELL BUILDINGS, No. 147, WANG CHAI ROAD. Comfortable and airy flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.
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Hongkong, April 7, 1904. 2030

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CANTON:—114, SHAMEEN. Hongkong, May 2, 1904. 832

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN THAT THOMAS ALVA EDISON of Llewellyn Park Essex County New Jersey, U.S.A., Inventor and Manufacturer has on the 5th December, 1903, applied for the Registration in Hongkong of the Trade Marks of the following Trade Marks:—

A copy of the written signature of the Applicant as follows:—THOMAS A. EDISON, in the name of the said THOMAS ALVA EDISON who claims to be the sole proprietor thereof.

The Trade Mark has been used by the applicant in respect of the following goods:—Philosophical instruments, scientific instruments and apparatus for useful purposes, Instruments and apparatus for teaching in Class 8.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated 29th day of April, 1904.

DEACON, LOOKER & DEACON, Solicitors for the Applicant.

NOTICE.
MR HERBERT BENT CEASES to sign our Firm by Prosecution from This Date.

HERBERT BENT & CO. Canton, May 1, 1904. 830

NOTICE.
I have Admitted Mr HERBERT BENT as a PARTNER in my Firm, to date 1st June, 1904.

T. E. GRIFFITH. Canton, April 30, 1904. 831

NOTICE OF REMOVAL.
MESSRS PALMER & TURNER have This Day REMOVED their Office to ALEXANDRA BUILDINGS, 3rd FLOOR.

Hongkong, May 2, 1904. 840

NOTICE OF REMOVAL.
DR KEW, BROTHERS & CO. have This Day REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, 3rd Floor.

Hongkong, May 2, 1904. 845

NOTICE OF REMOVAL.
THE OFFICE of the above Company has This Day REMOVED to ALEXANDRA BUILDINGS, FIRST FLOOR, Des Vaux Road.

LEFFERTS KNOX, District Manager. WONG PO CHUN, Agent. Hongkong, May 2, 1904. 884

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SHANGHAI, &c.	C. L. DANIEL	About 7th May. Freight and Passage.
LONDON & ANTWERP, Via SUEZ, PANAMA, COLON, AND PORT SAID	Formosa, B. H. W. SNOW	About 11th May. Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 30, 1904.

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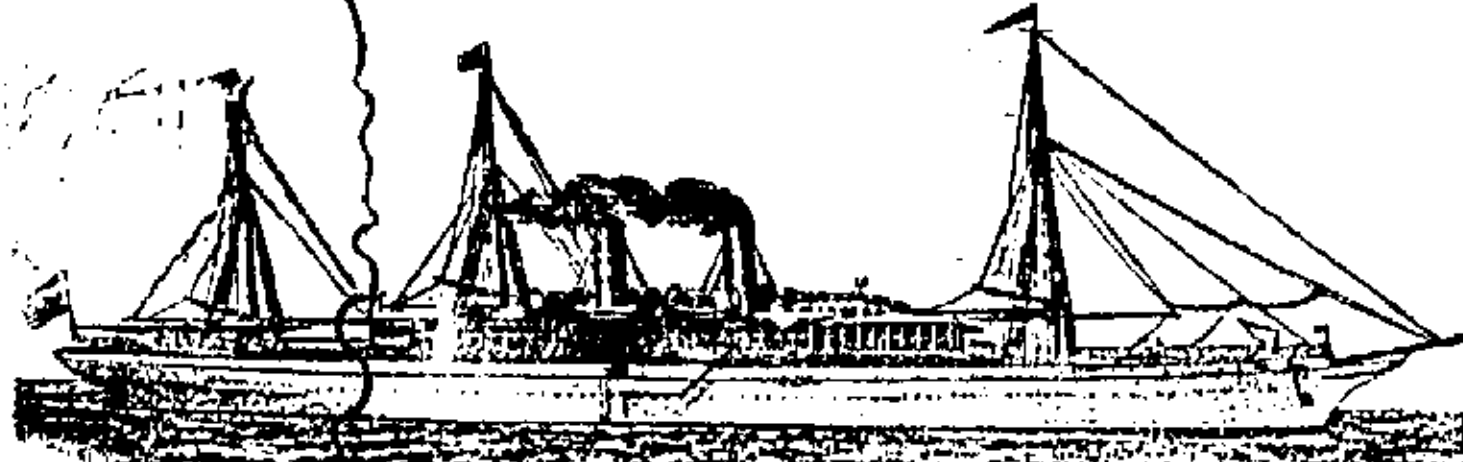
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Calling at SINGAPORE AND COLOMBO.
S.S. *Strassburg*, Capt. G. ROSEMEYER, 31st May, 1904. Freight & Passengers.

FOR HAVRE AND HAMBURG.
Calling at SINGAPORE AND PENANG.
S.S. *Strassburg*, Capt. G. ROSEMEYER, 14th June, 1904. Freight.

FOR HAVRE AND HAMBURG.
Calling at SINGAPORE AND COLOMBO.
S.S. *Strassburg*, Capt. G. ROSEMEYER, 9th June, 1904. Freight.

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R.M.S. *EMPEROR OF JAPAN* 6000 Tons, Wednesday, July 13, 1904.

Hongkong to London, 1st Class, via St. Lawrence 290, via New York 262, via Panama 240, via Colon 240, via Suez 240, via Suez 240, via Suez 240.
The magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO YANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Ministers, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to
D. E. BROWN, General Agent,
Pedder Street, Hongkong, April 27, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARAGONIA	5198	SCHULTZ	June 14, 1904.
NUMANTIA	4370		July 14, 1904.
NICOMEDIA	4370	WAGNER	August 14, 1904.
ARABIA	4483	BAILE	Sept. 14, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, May 2, 1904.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, Via SWATOW AND AMOY.	TRITON, Capt. H. KLOP	Wednesday, May 4, at 10 a.m.
TAMSI, Via SWATOW AND AMOY.	FRITHJOF, Capt. H. A. HANSEN	Friday, May 6, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH, Capt. A. HANSEN	Wednesday, May 11, at 10 a.m.
TAMSI, Via SWATOW AND AMOY.	M. STEUVE, Capt. T. BRANDT	Sunday, May 15, at 10 a.m.

On account of the present state of political affairs, all the Company's new Steamers have been requisitioned for Transport Service, and the above named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, May 2, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	ULYSSSES	7th May.
GLASGOW AND LIVERPOOL	TEREKAI	13th May.
GLASGOW AND LIVERPOOL	ALGONOS	16th May.
GLASGOW AND LIVERPOOL	DARWIN	21st May.
GLASGOW AND LIVERPOOL	YANTZER	28th May.
GLASGOW AND LIVERPOOL	DIONED	3rd June.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	ANTONOR	10th May.
* GENOA, MARSEILLES & LIVERPOOL	ACILUS	17th May.
LONDON & ANTWERP	ALGONOS	24th May.
LONDON & ANTWERP	DEUCALION	7th June.
* GENOA, MARSEILLES & LIVERPOOL	TEREKAI	10th June.
LONDON & ANTWERP	AGAMEMNON	21st June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via CALENDAR		17th May.
N'KI, KOBE & YOKOHAMA		

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, April 30, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	TAMSI	3rd May.
SHANGHAI	WONGTUNG	4th May.
MANILA	KAIKONG	4th May.
SWATOW AND TIENTSIN	CHIRI	7th May.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and ADELAIDE	THIAN	9th May.
YOKOHAMA AND KOBE	CHANGSHA	13th May.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untravelling Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, May 2, 1904.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD.—BREMEN.

STEAM FOR SINGAPORE, PENANG, CLOMPO, ATIN SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LAUGAR.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1904.
BAYERN	WEDNESDAY, 26th May.
OLDENBURG	WEDNESDAY, 8th June.
SAOSEN	WEDNESDAY, 22nd June.
ZIETEN	WEDNESDAY, 6th July.
SEYDLITZ	WEDNESDAY, 20th July.
ROON	WEDNESDAY, 3rd Aug.
PREUSSEN	WEDNESDAY, 17th Aug.
PRINZ REGENT LUITPOLD	WEDNESDAY, 31st Aug.
PRINZ HEINRICH	WEDNESDAY, 14th Sept.
GNEISENAU	WEDNESDAY, 28th Sept.

ON WEDNESDAY, the 26th day of May, 1904, at Noon, the Steamship BAYERN, Captain R. HEINTZ, with MAILS, PASSENGERS, SPOKE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 22nd May. Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 24th May, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 24th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed 200 lbs. Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
Norddeutscher Lloyd,
Melchers & Co., Agents.

Hongkong, April 27, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMAVIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
SHAWMUT	9906	W. M. Smith	May 21.
LYRA	9906	T. W. Garlick	June 28.
SHAWMUT	9906	G. V. Williams	August 4.
TREMONT	9906	W. M. Smith	September 1.
	9906	T. W. Garlick	October 1.

* Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 9906 tons, Capt. W. M. Smith, About 7th May.

S.S. TREMONT, 9906 tons, Capt. T. W. Garlick, About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont have just been fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to
Doddwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, April 28, 1904.

Shipping.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships.—Electric Light—Perfect Cuisine—Surgeon and Stewardesses carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila Direct	May 7, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	May 14, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, May 2, 1904.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

Also
PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 p.m., the Company's Steamship ANNA M., Captain R. GILBERT, with MAILS, PASSENGERS, SPOKE, and CARGO, will leave this Port for MARSEILLES, Via Ports of Call, WITHOUT TRANS-SHIPMENT.

This Steamer connects at Colombo with the Australian Line s.s. *Nera*, bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for MARSEILLES, and accepted in transit through MARSEILLES for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 2nd May. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, April 26, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Steamship

LONGSANG.

Captain G. S. WILLIAMS will be despatched as above on TUESDAY, the 3rd May, at 4 p.m.

This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 30, 1904.

'BEN' LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP,
via SUEZ CANAL.

THE Steamship

BENALDER.

Capt. McINROSE will be despatched as above on or about SATURDAY, the 7th May.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 14, 1904.

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

EMPIRE.

Captain HENRY will be despatched as above on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 26, 1904.

HONGKONG-MACAO
LINE.

S. S. 'WING CHAI'.

CAPTAIN SAMUEL BELL SMITH.

DEPARTURE from Hongkong on week days at 7.30 a.m.; Excursion on Sundays at 8.30 a.m. from Macao, week days at about 2 p.m., Sundays at about 7.30 p.m.

Fares (week days): 1st Class (including cabin and servant) \$3. Return Ticket \$4. 2nd class \$1. 3rd " 60 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including 1st and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street.

The steamer runs an excursion trip every Sunday. It takes only 24 hours to reach Macao.

MING ON & CO.,
2nd Floor, 15, Victoria Street,
Hongkong, September 7, 1903.

Notis to Consignees.

FROM HAMBURG, BREMEN,
PENANG AND SINGAPORE.

THE H. L. Steamship *Argonia*, Capt. L. SCHULTZ, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading for counter-signature to the Undersigned and to take immediate delivery of their Goods from alongside.

Optical Cargo will be forwarded unless notice to the contrary be given before To-day.

Any large items her discharge will be landed into the hold of the *HONGKONG* at KOWLOON WHARF and Godown Company, Limited, and stored at Consignees risk and expense.

No claims will be admitted after the Goods have left Godowns, and all Goods remaining undelivered after the 5th of May, will be subject to sale.

All Broken, Old, and Damaged Goods are to be left in Godowns, where they will be examined the 5th of May, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, April 28, 1904.

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

CARGO BY SHIP HYADES,

FROM SEAS, TACOMA, VICTORIA, YOKOHAMA AND KOBE.

HAVING left per *Hyades*, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature to take immediate delivery of the Goods from alongside.

Cargo must be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case.

DWELL & CO., LTD.,
Agents.

Hongkong, April 28, 1904.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

BAYERN.

OF THE NORDDEUTSCHER LLOYD, having left, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are to be landed at the Godowns of the *HONGKONG* at KOWLOON WHARF and Godown Company, Limited, whence delivery may be obtained.

Optical cargo will be forwarded unless notice to the contrary be given before 11 a.m. To-day.

No Cargoes will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to sale.

SHIPPING.

ARRIVALS.

April 20.
Chinai, British str., 1,142, G. Hooker,
 Tientsin April 22, and Choochoo 25, General.
 —Butterfield & Swire.

May 1.

Teau, British str., 1,348, W. Hunter,
 Singapore April 28, Coal.—Butterfield
 & Swire.

Haitan, British steamer, 1,182, J. S.
 Roach, Foochow, via Amoy and Swatow
 April 28, General.—Douglas Steamship Co.
Devotion, British steamer, 4,476, G. D.
 Keay, Glasgow, via Liverpool and Singa-
 pore April 26, General.—Butterfield &
 Swire.

Himang, British steamer, 1,576, W. E.
 Sawyer, Southampton April 22, Sugar.—JAR-
 VINE, MATTHEW & Co.

Pavung, British str., 1,410, T. A. Mit-
 chell, Hongkong April 29, Coal.—JARDINE,
 MATTHEW & Co.

Carl Diederichsen, German steamer, 772,
 H. Scholker, Hamburg April 26, Pakhoi
 and Hoihow 30, General.—JENSEN & Co.

Annon, French steamer, 2,238, Girard,
 Yokohama and Shanghai April 29, Mails
 and General.—Messageries Maritimes.

Telenochs, British steamer, 1,340, Jas.
 Williamson, Saigon April 24, Rice and
 Cotton.—CHINESE.

Naga, Norwegian steamer, 1,925, Bol,
 Barry D. de March 11, and Singapore April
 23, Coal.—OBERG.

Sungking, British steamer, 1,021, John
 Robinson, got back from passage, General.
 BUTTERFIELD & SWIRE.

Tatiana, British str., from Canton.
Asahik, British str., from Canton.

May 2.

Changung, British str., from Canton.
Lord Roberts, British str., 2,094, Jas.
 Davis, Benhar March 11, Coal.—DUNWELL
 & Co., Ltd.

Longmoon, German steamer, 1,245, F.
 K. H. Scholker, April 28, General.—
 JENSEN & Co.

Zafra, British str., 1,611, R. Rodger,
 Manila April 29, General.—SHEWAN,
 TOMES & Co.

Bassa d'Gordon, German str., 1,750, H. W.
 Scholker, April 28, General.—JENSEN &
 Co.

DEPARTURES.

May 1.
Haidong, for Swatow.
Kwangtung, for Canton.
De Soto, for Swatow.
Oceanic, for N. S. S. S. S.
Changung, for Canton.
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POST OFFICE NOTICES.

Mails will close:—

For **HAIPHONG**.—
 Per **Haitan**, at 9 a.m., on Tuesday, the
 3rd May.

For **BANGKOK**.—
 Per **Machen**, at 10 a.m., on Tuesday,
 the 3rd May.

For **SINGAPORE, PENANG & CAL-
 CUTTA**.—
 Per **Catherine Apat**, at 2 p.m., on Tues-
 day, the 3rd May.

For **SWATOW & BANGKOK**.—
 Per **Chowfa**, at 3 p.m., on Tuesday, the
 3rd May.

For **MANILA**.—
 Per **Longmoon**, at 3 p.m., on Tuesday,
 the 3rd May.

For **Singapore**, at 3 p.m., on Tuesday,
 the 3rd May.

For **SHANGHAI**.—
 Per **Longmoon**, at 4 p.m., on Tuesday,
 the 3rd May.

For **HOIHOW & HAIPHONG**.—
 Per **Carl Diederichsen**, at 5 p.m., on
 Tuesday, the 3rd May.

MAILS BY THE FRENCH PACKET.—
 The French Contract Packet **Annon**
 will be despatched on TUESDAY, the
 3rd May, with Mails to the United
 Kingdom, the Continent of Europe,
 and places beyond, via Marseilles; to
 Saigon, Straits Settlements, Batavia,
 Barmah, Ceylon, Madras, the Aus-
 tralian Colonies, Aden, Natal and the
 Cape, Egypt, Malta, and Gibraltar.

Printed Matter and Supplies at 10 a.m.
 Registration at 10 a.m.

Letters at 11 a.m.
 Late Letters 11.30 to 11.59 a.m. Extra
 postage 10 cents.

(Letters posted in the Peak Pillar Boxes
 in time for the first clearance will be in-
 cluded in this contract mail.)

WEATHER REPORT.
 The following notice is issued by the
 Hongkong Observatory:—

On the 2nd at 11 a.m. The barometer
 was at its minimum in the NE. of
 Japan, and fallen over the Pacific to the
 Eastward of the Loochees. Elsewhere
 the pressure was trivial.

The greatest pressure is in the Yangtze
 Valley and the least over the Pacific.
 Gradients are moderate over the China
 Coast, and moderate NE winds will be
 met with in the Formosa Channel, and
 moderate E winds in the Northern part of
 the China Sea.

Forecast:—Moderate E winds; fine.

VISITORS AT HOTELS.
HONGKONG HOTEL.

Mr. Anderson Mr. R. J. Macgregor
 Mr. P. W. And Mr. C. Gordon Mackie
 Capt. E. C. Bonner Dr. O. Marriott
 Mr. R. B. B. Mr. T. P. McLean
 Mr. L. N. B. Mr. T. D. McKay
 Mr. R. J. B. Mr. T. R. McKie
 Mr. J. T. B. Mr. T. R. McKie

Mr. E. A. Bonner Mr. R. T. Miles
 Mr. W. W. Bonner Mr. P. T. Miller
 Mr. W. R. Boyce Mr. J. H. Moore
 Mr. C. Bradley Mr. A. G. Newington
 Mr. W. G. Clark Mr. C. J. North
 Mr. G. J. Clark Mr. G. O. O'Brien
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Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from
 Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Shipping
 wharf between each shore are marked C, in conjunction with the figures denoting the sections.

Sections.
 1. From Green Island to the Sea Works.
 2. From Sea Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Office.
 4. From Harbour Office to the Marine.
 5. From the Marine to Peddars Wharf.
 6. From Peddars Wharf to the Naval Yard.

Sections.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessels' Names. **Flag and Rig.** **Tons.** **Date of Arrival.** **Consignees or Agents.** **Destination.** **Remarks.**

Steamers.
 Algon Bay 3000 British str. 1000 April 23 P. M. S. S. Co.
 Angkor 1000 British str. 1000 April 23 P. M. S. S. Co.
 Angkor 1000 British str. 1000 April 23 P. M. S. S. Co.

Steamers.
 Angkor 1000 British str. 1000 April 23 P. M. S. S. Co.
 Angkor 1000 British str. 1000 April 23 P. M. S. S. Co.
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 Angkor 1000 British str. 1000 April 23 P. M. S. S. Co.
 Angkor 1000 British str. 1000 April 23 P. M. S. S. Co.

Steamers.